



BAY BRIDGE NEWS

YOUR COMMUNITY, YOUR BRIDGE

CALTRANS BAY AREA TOLL AUTHORITY CALIFORNIA TRANSPORTATION COMMISSION

We're making history.

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COMPRESSING THE STRANDS

MAIN CABLE COMPACTION NEARLY COMPLETE



Compaction is the second major step in the installation of the Self-Anchored Suspension Span's single main cable. The first was hauling the cable's 137 individual steel wire strands, which crews completed on April 5, 2012. Compaction of the strands is 98 percent complete. Only the sections of the cable near the east end of the span still need to be compacted. This work is scheduled to be completed in June.

Four compactor machines have been working to compress the mile-long strands together with pressures up to 9,350 psi (pounds per square inch). Each steel compactor contains six hydraulic jacks

and weighs 30,000 pounds. The compaction process begins at the top of the 525-foot-tall SAS tower with the machines moving almost five feet at a time. Once compressed to a precise diameter, temporary bands are placed around the cable to hold it in place.

Workers have begun installing the 114 cable bands, which maintain the shape of the cable and serve as anchor points for the suspender cables that will be installed later on the main cable.

Visit BayBridgeInfo.org/projects/sas-main-cable



GET A GREAT VIEW OF THE ACTION!

Safely view the construction by visiting the Bay Bridge Interpretive Display located at the end of California Avenue on Treasure Island. For directions visit: tinyurl.com/7x6fbkb

CONSTRUCTION CAMERAS

You can also see the live construction online at: baybridgeinfo.org/construction-cams

SMALL BUSINESSES, BIG CONTRIBUTIONS



Small businesses and Disabled Veteran Business Enterprise (DVBE) contractors, suppliers and vendors have won more than \$100 million in construction and service contracts related to the building of the new East Span. Local firms within the San Francisco-Oakland Bay Area have been garnered the majority of those contracts, worth \$78 million.

The Small Business Program develops and fosters relationships with and between prime contractors and local businesses. In addition to significant local business participation, the program's efforts have resulted in businesses expanding their knowledge and capacity, generating a larger pool of experienced certified local businesses, and helping local businesses re-investing in their communities.

Visit baybridgeinfo.org/smallbusiness



BEFORE THERE WAS BART...



The Key System connected cities in the East Bay to San Francisco with trains running on the lower deck of the Bay Bridge. The upper deck carried three lanes of automobile traffic in each direction, while the lower deck carried three lanes of truck and auto traffic on the north side and two railroad tracks on the south side.

The service reached its pinnacle of popularity in the 1940's, but ridership decreased and the service was discontinued after only 15 years.

The tracks were removed from the bridge in 1958. After the closure of the Key System, the Bay Bridge was reconfigured to have five westbound lanes on the upper deck and five eastbound lanes on the lower deck. Reconstructing the double-deck roadways within Yerba Buena Island tunnel was a major engineering feat.

Visit baybridgeinfo.org/history



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